



August 10, 2014

Sustainable Mobility Advisory Panel  
Tom Davies Square  
200 Brady Street  
Sudbury, Ontario

**Re: Applications for Official Plan Amendment and Rezoning in order to permit an expanded parking area for Health Sciences North, 400 Walford Road, Sudbury – Idylwyld Golf and Country Club Limited**  
**File Number: 751-6/14-13 & 701-6/14-5**

Dear City of Greater Sudbury Mayor and Council:

The Sustainable Mobility Advisory Panel (SMAP), a council appointment committee, has a mandate to assist staff and Council in implementing a vision for a holistic approach to a multi-modal transportation system where citizens can walk, cycle and/or use public transit efficiently and safely to get to their destinations.

SMAP understands that Health Sciences North (HSN) is requesting zoning changes at the Planning Committee in order to add between 900 to 1000 new parking spaces. SMAP is not commenting on this particular application but wishes to comment on future transportation planning for the hospital, and in particular the future Class EA process. If Council chooses to continue our panel for the next term, SMAP would like the opportunity to participate in this process. SMAP would like to see sustainable mobility opportunities improve throughout the City and would like the following to be considered for the Class EA process for HSN:

### **1. An Aging Population**

The Ontario Ministry of Finance predicts that by 2036, 24% of Ontario's



population will be 65 years and older.<sup>1</sup> SMAP would like to see the mobility needs of an aging population, where there may be less eligible drivers, considered.

## 2. Employee Transit Passes

SMAP recommends that HSN and Greater Sudbury Transit look at encouraging sustainable mobility through offering transit passes to HSN employees. This is a recommendation made by the Sustainable Mobility Plan (2010), which was accepted by City of Greater Sudbury Council. This recommendation states:

Greater Sudbury Transit should examine the potential to form partnerships with major employment centres, including the City, Sudbury Regional Hospital and the Taxation Center to provide incentives for employees to purchase monthly Transit passes.<sup>2</sup>

Employee transit passes have been successful in decreasing the number of employees driving. For example, there is recent evidence from Virginia Tech researchers, Hamre and Buehler that shows when employees are offered public transportation benefits, the probability that they will take public transportation to work is 76%<sup># 3</sup>.

## 3. Improve Transit Routes and Schedules

To provide an efficient transit option, HSN and Greater Sudbury Transit

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<sup>1</sup> Ontario Ministry of Finance. (Spring 2013). Ontario Population Projections Update: 2012 -2036 Ontario and its 49 Census Divisions. <http://www.fin.gov.on.ca/en/economy/demographics/projections/projections2012-2036.pdf>  
Last visited: Aug 5, 2014

<sup>2</sup> Rainbow Routes Association (2010). "Sustainable Mobility Plan for the City of Greater Sudbury". Page 64.  
<http://hosting.mysudbury.ca/hcgs/pdf/susplan.pdf> Last visited: Aug 5, 2014

<sup>3</sup> Hamre and Buehler (July 2014) "Commuter Mode Choice and Free Car Parking, Public Transportation Benefits, Showers/Lockers and Bike Parking at Work: Evidence from the Washington , DC Area" Journal of Public Transportation. [http://www.nctr.usf.edu/wp-content/uploads/2014/07/JPT17.2\\_Hamre.pdf](http://www.nctr.usf.edu/wp-content/uploads/2014/07/JPT17.2_Hamre.pdf) Last visited: Aug 5, 2014



would need to discuss how transit routes and schedules could be improved. Considering the nature of shift work and the kinds of hours the dedicated medical care staff work, it is essential for transit to function as an efficient way to travel to work. The Ontario Ministry of Transportation in their document, *Transit Supportive Guidelines*, also suggests that “transit routes and schedules [can be] tailored to meet the needs of employees”.<sup>4</sup>

A change in routes and schedules may also prove to be beneficial to HSN patients and visitors.

#### **4. Articulated Buses**

SMAP supports Sudbury Transit's suggestion in the Staff report that the site plans is altered to accommodate for articulated buses.

#### **5. Posted Transit Maps and Schedules**

SMAP would like to see our recommendation, made at the 2014 Budget Public Input, that maps of transit routes and schedules be installed at high volume transit usage stops.

#### **6. Ramsey Lake Path**

SMAP is concerned that the multi-use Ramsey Lake Path is not mentioned in the staff report. This path is used daily by people actively commuting to work or school or for exercise. The staff report provides no additional safety measures to protect pedestrians and cyclists and in fact states, “a review of the turning movement counts for the intersection volumes indicated that the volumes fall below the signal warrant requirements, and signalization of these intersections is not recommended”.<sup>5</sup> SMAP recommends that

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<sup>4</sup> MTO (2012) Transit Supportive Guidelines. Page 143. <http://www.mto.gov.on.ca/english/transit/supportive-guideline/transit-supportive-guidelines-2012-en.pdf> Last visited: Aug 5, 2014

<sup>5</sup> City of Greater Sudbury (July 29, 2014). “Request for Decision: Applications for Official Plan Amendment and Rezoning in order to permit an expanded parking area for Health Science North, 400 Walford Road, Sudbury – Idywylde Golf and Country Club Limited”. <http://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&agenda=report&itemid=5&id=759>. Last visited: Aug 5, 2014



infrastructure that provides a visual and physical reminder to drivers that they are entering a space also used by pedestrians and cyclists is considered. Examples include: raised crosswalks, unique pavement embedding applications for crosswalks, embedded LEDs at crosswalks, bicycle crosswalks with coloured pavement etc. SMAP would be happy to research and provide examples on these and other pedestrian and cycling infrastructure.

### **7. Bicycle Parking**

SMAP applauds HSN for the installation of bicycle lockers at the hospital. SMAP understands that these lockers are in high demand, and therefore recommends exploring opportunities to add additional lockers to the hospital.

### **8. Showers**

One of the barriers to some people in cycling to work is the lack of areas to shower and change. SMAP is unsure if these facilities exist at the hospital for staff and visitors. If they do not, SMAP recommends that this be explored.

Thank you for the opportunity to provide comments

Sincerely,

Your Sustainable Mobility Advisory Panel